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tion to sink below that level, and has erroneously supposed that the lower would be the more popular. Its pride, a puerile one, has been to imitate the mistakes it ought to have avoided. In other words, it has fallen a victim to imperialism" (p. 519).

Two criticisms of the work may be offered. In the first place, it reveals a prejudiced viewpoint on the part of the author. While affecting to be a fair and impartial criticism of American affairs, the argument is colored throughout by the zeal of the peace propagandist. In the second place, the author has failed to understand the psychology of the American people. In this respect his work appears in striking contrast with that of Bryce. These defects, however, do not detract seriously from the value of a book which in style, originality, and suggestiveness has many points of excellence.

Business Psychology. By HUGO MÜNSTERBERG. (LaSalle Business Texts.) Chicago: LaSalle Extension University, 1915. 8vo, pp. xi+296. \$2.00.

It is being recognized more and more that psychological study is a prerequisite of an adequate understanding of those sciences that deal with a phase of human experience. The educator, the doctor, the political scientist, the historian, the lawyer, the artist, and the dramatist are all awaking to this fact. In some quarters even the business man is beginning to bestir himself. Professor Münsterberg is early in the field, calling upon the business world to take advantage of the knowledge that psychology has to give of what takes place in the minds of those who sit behind the desks and toil within the factories. "Their intellect and character, their talent and temperament are a thousand times more important than the splendor of technical equipment." Psychology can be of business value not only from the standpoint of the individual, by giving him insight into the mind of the buyer, but also from the social standpoint, by assisting in the work of fitting men into places suited to their mental makeup and of adjusting working conditions to mental demands.

The book is a treatise on elementary psychology with special emphasis on those functions which are significant for business life. Part I introduces the subject with some general principles. Parts II, III, and IV deal respectively with the cognitive, emotional, and activity aspects of mental life, while Part V treats of psychological differences in individuals and suggests some practical tests whereby the business man may determine the mental characteristics of his employees. In the last two parts of the book the principles discussed in the foregoing chapters are applied to actual industrial life. There are interesting chapters on the outer and inner conditions of efficiency and an informing discussion of the functions and power of suggestion. The mental tests of intelligence, temperament, and character given in the last chapters should prove interesting to those concerned with the employment of labor and

the more disinterested forms of vocational guidance. On the whole, the work is clear, simple, and suggestive.

Railway Problems in China. By MONGTON CHIH HSU. (Studies in History, Economics and Public Law, No. 159.) New York: Columbia University, 1915. 8vo, pp. x+184. \$1.50.

The author in this report has traced the development of the various lines of railway in China and has called the attention of the reader to some of the problems which have presented themselves in the course of this development.

The first period of railroad building was characteristically fraught with the difficulty of overcoming the superstitious attitude of the natives; but the war with France in 1884 served to convince the authorities that the well-being of the country was more or less dependent on the modern system of troop transportation. Since this time roads have been built in China through the enterprise of both foreign and native promoters. England, Japan, France, Russia, and Germany have, through clever diplomatic arrangements, gained concessions for railway building, but without the approval of the great body of Chinese citizens who were beginning to realize that the "friendly" offers of these nations to make loans were mere plots to gain political prestige in the Far East. Up to 1900 all the railroads of China were built by foreign capital but after this time the Chinese people themselves took an interest in the raising of capital for this purpose. Five separate lines have been constructed through provincial enterprise and by means of native capital. The attempt of France, Germany, Great Britain, and the United States, in 1909, to carry through an international co-operative plan whereby capital might be jointly furnished for the completion of certain lines, led to such disagreement that the Chinese people lost all faith in the good intentions of all these nations save the United States.

The strife among the various nations for political prestige in China has been the cause of much delay in the completion of many of the lines of railway, and the solution of her problem today lies in effective control over the syndicates of these foreign powers and the establishment of her sovereign power over them.

Voting Trusts. By HARRY A. CUSHING. New York: Macmillan, 1915. 8vo, pp. 226.

The author of this treatise takes at the outset the position that the voting trust has established itself as a useful institution. He cites examples of numerous corporations in which the voting trust has been instituted as a means of meeting some form of exigency which has arisen, making necessary a reorganization. Various arguments which have been advanced to prove the inefficiency of the voting trust are discredited by Mr. Cushing in a convincing manner. The various forms of agreements which have been entered into in the formation